

## IN THE SPECIFICATION:

Please amend the paragraph beginning at page 6, line 8 as follows:

In one embodiment, shown in FIGS. 1-3, the ignition switch 62 is configured as a single proprietary double-pole, single throw switch, which closes the switch 110 when moved to a start position. In another embodiment, shown in FIG. 4, the ignition switch includes a double-pole, single throw switch 62 and a conventional ignition switch ~~63~~ 67 moveable between the accessory, off and on/run positions (the start position is disabled or rendered inoperative). Alternatively, as shown in FIG. 4, the ignition switch includes the double-pole, single throw switch 62 and another conventional ignition switch 65 moveable between the off and on/run positions.

Please amend the paragraph beginning at page 7, line 11 as follows:

Referring to FIG. 4, the user places one of the switches ~~63~~ 67, 65 in the on/run position. The user then closes the switches 110 and 112, such that the capacitor 30 is brought on line to close the relay 40. In one sequence, when there is insufficient charge in the battery 18 and/or capacitor 30 to crank the motor, the user can maintain and/or place the switches ~~63~~ 67, 65 in one of the accessory or off positions and separately close the switch 62, which closes the switches 110, 112 and subsequently the relay 40. Because the switches ~~63~~ 67, 65 are not in the run position, the engine is not cranked. Instead, in this position, the battery 18 is put in parallel with the capacitor and can charge the capacitor 30. Because of the low resistance of the capacitor 30, the capacitor can be charged by the battery to a voltage capable of cranking the engine 12, even if the battery 18, with its high resistance, and the capacitor initially were not able to crank the engine.

Please amend the paragraph beginning at page 7, line 24 as follows:

If the switches 110, 112 are closed, the user merely turns the switch ~~63~~ 67 or 65 to the run position, which will close the circuit and bring the capacitor and battery on line to crank the engine. Alternatively, the user can open the switch 62 and corresponding switches 110, 112, turn

the switch ~~63~~ 67 or 65 to the on/run position, and then close the switch 62 (including switches 110 and 112) to crank the motor. After the engine is started, the user releases or opens the switch 62 (and the corresponding switches 110, 112). The running engine sensory component 64 can then be operated to maintain the relay 40 in a closed-circuit condition as explained below.